Trans-Lake Washington Project

Alignment Considerations

What Are Our Alignment Assumptions?

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SR 520 Offers Many Diverse Challenges/Constraints

- Urban freeway corridor
- Several neighborhoods/residential properties adjacent to existing R/W
- Numerous interchanges closely spaced (less than 1/2 mile apart)
- Over 1/3 of the corridor length composed of bridge structures
- Very sensitive natural areas throughout the corridor
- Maintaining traffic on a regional corridor

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Basic Assumptions Framed the Problem

- Endeavor to maintain two-lanes of traffic in each direction at all times during construction
- Minimize traffic closures of the Evergreen Point Bridge to the fullest extent possible during construction
- Maximize local access to communities, businesses, and activity centers
- Avoid or minimize impacts to sensitive areas
- Minimize displacement of residential properties, and neighborhood impacts
- Achieve, to the extent possible, WSDOT design standards for an urban freeway

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Various Alignment Options Were Considered

- Widen existing facility on south and north equally from centerline
- Widen or build new facilities to the south
- Widen or build new facilities to the north
- Where feasible, apply various combinations of the above throughout the corridor

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Northerly Alignment Appears to Have Greatest Advantages

- Minimize environmental impacts in Portage Bay
- Minimizes neighborhood impacts in Montlake, Madison Lane; however, there are negatives at the east shoreline
- Minimizes closures/maximize continuous flow on SR 520
- Maximizes sight distance to improve safety
- Maximizes efficiency (minimize costs) for constructability/risk

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Alignment Considerations Next Steps

- Continue to adjust based on:
  - Multimodal alternatives advanced
  - Impact avoidance, minimization
  - interchange layouts
- Final alignment details completed in draft EIS
- Possibly further adjusted in final EIS